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THE HONGKONG DISPENSARY.

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## NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses in communications addressed to the Editor and for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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## MARRIAGE.

On the 7th July, at St. Andrew's Cathedral, Singapore, by the Rev. E. G. Evans, M.A., NATHANIEL STUBBS, sixth son of SAMUEL and ROSE JENNETTE STUBBS, of Singapore, to ROSE MARY, eldest daughter of Captain and the late ROSE CONSTANCE FRIPP, of Singapore.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 20th July, 1903.

ONE of the most difficult lessons for a government to learn is the advantage to itself of encouraging the liberty of the Press. The Chinese Government, it may almost be said, owes its very existence to the modified liberty which during its mad frolic of 1900, by accident of circumstances, came to be accorded to the vernacular Press; when, amid the wreck of the administration, the common sense of the people, backed up by the native papers, came to the front, and pointed out the inevitable end towards which the truculent leaders who had taken possession of the reins of power in Peking were guiding the Empire. It may be remembered that in the spring and early summer of 1900, when the existence of China was trembling in the balance, and the Yangtze Viceroy, LIU and CHANG, were still doubtful of the course that patriotism dictated, a series of meetings entirely promoted by natives on their own initiative was held at CHANG SHU-HO'S Gardens in Shanghai, and resolutions adopted which were duly telegraphed to the Viceroy with a request to have them sent on to Peking. The two Viceroy, who to their honour had kept aloof from the follies of the capital, finding that the people were disposed to back them up in more vigorous measures, gladly accepted the proposed course, and assisted by the unanimous voice of the native Press were able to bring so much influence, moral as well as physical, to bear, that the

Dowager Empress's wild schemes were brought to naught, and the Court induced to return to Peking. During the whole of this trying period the attitude of the native Press was marked not only by an unexpected patriotism but by a loyalty equally unlooked for. The attitude of the people showed itself well represented in the Press at large, and all attempts at revolutionary schemes were studiously avoided, and the assistance rendered to them in their attempts to stem the reactionary proceedings at Peking was gratefully acknowledged by the two Viceroy. It was of course not to be expected that the action of the native papers should be so gratefully regarded by the reactionary party; and accordingly since the return of the Court we have from time to time been made unpleasantly conscious of attempts to muzzle the native Press, and convert it into a weapon for reintroducing the old reactionary spirit, which to the great advantage of the nation, at large have hitherto been frustrated. Of late a new element of danger has arisen; following a widely expressed wish that the Chinese Government should send some of its more promising students abroad to learn the reasons which have made the other nations so much more powerful and so able to teach their own people better systems of administration, certain students were sent over to Japan; and some of these, dazzled by the fallacies of young Japan, have been exhibiting tendencies more or less revolutionary in their character, and this has aroused the fears of a section of the Chinese Government, probably well meaning men themselves, but who under an unfounded panic have been induced to lend their aid to the schemes of the reactionary party. Such things are of course inevitable; the new atmosphere into which these youths were introduced was so unlike the dreary surroundings to which they had been accustomed that older and wiser heads than those of the students might well have been turned. Knowing this we might have expected the advisers of the Government to have been discreet; the way to turn a foolish hot-headed youth from the errors of his way is by gentle treatment rather than by vindictive punishment. This is a lesson hard to be learned by a government so deeply ruled by tradition as that of China. Forgetful of the folly from which it has only escaped by the skin of its teeth, it is all the more anxious to crush out what it conceives to be the fault of its servants and pauses not to remember that it itself has been forgiven the immeasurably greater crime against humanity at large of which but yesterday it stood convicted before the whole world.

This is the spirit in which recently the Chinese Government, as represented by the Empress Dowager and her advisers, has been seeking to extinguish the liberty of the Press, and to pay off its individual members for the part they took in preserving the Empire. Lately another meeting was held at CHANG SHU-HO'S Garden, wherein certain resolutions were proposed bearing on the supposed application of the Governor of Kwangsi to the French for military assistance towards putting down rebellion in his province. It is quite true that certain things were said at that meeting which vouched for the seditious. They were apparently the silly findings of some of the returned students from Japan, and in themselves were certainly best left unnoticed—the more so as the more influential and respectable of the Chinese community refused to have anything to say to the meeting. Not so thought the advisers of the Empress Dowager, who have been seeking by every means, legal or the reverse, to get possession of the unfortunate youths, not to try them, but simply to have them tortured and beheaded. Fortunately after a good deal of friction, and as a matter of necessity where so many interests are concerned, the mode of procedure in the case of arrest by the Chinese authorities in the Foreign Settlements at Shanghai was some months ago settled in terms too plain to permit of any misunderstanding; the warrant for the arrest needing to be countersigned by the Senior Consul, and the arrest effected with the assistance of the Settlement police. After vainly trying by other means to get the six young men accused into their clutches, the local Thotai at last proceeded in the regular manner, but suggesting to the Consuls that, the affair being Chinese, the accused should be handed over to the city authorities for decision. As it was not concealed that the orders that had come from Peking were for the instant execution of all six accused, the Senior Consul pointed out that in terms of the arrangement entered into it was necessary that the case should come first before the Mixed Court to discover the bona fides of the charge. There was no desire to interfere with the laws of China, nor the administration of justice; but the present seemed to be, *prima facie*, a case where

revenge, not justice was concerned, and according to the practice of all civilized nations it was manifestly impossible unless some sort of a case were made out to deliver up the parties to what was intended to be a barbarous death. Probably the Thotai was not altogether displeased at being relieved from what to him must have been a disagreeable and profitless task, so that he has consented to have the case heard before him with the assistance of a court of Consuls. Although, as we have stated, the body of the respectable Chinese have refused to countenance in any way the opinions expressed by the hasty orators, the means taken by the Peking Government and its very evident exhibition of revengeful feeling, have made a simple fault at best punishable with a few weeks, or at most months' imprisonment, into an important political question. The worst use you can make of a wrong-doer is to convert him into a martyr, and this is just what the Peking Government is doing its very best to accomplish.

During the 24 hours ended at noon on Saturday three cases of plague—all Chinese, two fatal—were reported, bringing the year's total up to 1,350.

The British second-class cruiser *Strius* arrived from home yesterday for a three years' term on this station. H.L.G.M.S. *Luchs* arrived from Fakhai.

It is notified in the *Gazette* that H. M. the King's birthday is to be observed as a public holiday in future, instead of that of her late Majesty Queen Victoria.

It seems that there was a mistake in the counting of the votes in the *Strait* Echo's beauty competition in Penang. Mr. Napier, of Messrs. McAllister & Co., turns out to be the winner. We note that the *Echo's* editor, Mr. Chesney Dunoon, is seriously indisposed.

It is notified that the Botanic Gardens will occasionally be closed during August, September, and October next, as follows:—Old Gardens on Tuesdays, New Gardens on Fridays. Admission on these days will be granted only to those presenting their cards at the middle entrance in Albany Road.

The mortality returns for the month of May, just published in the *Gazette*, show a total of 684—43 in the European and foreign community (38 civilians, 3 Army, 2 Navy), and 641 among the Chinese. 387 deaths were due to plague, including 20 in the European and foreign community. The deaths per 1,000 per annum in the latter community (civilians) was 45.2; among the Chinese it was only 25.1 (and population 27.8, boat 10.2); for the total civil community the average was 25.7.

The programme of music which was to have been played by the band of the 1st Sherwood Foresters on the Parade Ground last Monday will be performed to-day at the same place at 5 p.m. The programme is as follows:—  
March, "La Francosa," Marie Costa  
Selection, "La Figlia del Reggimento," Donizetti  
Overture, "Peter Schmitt," Weber  
Selection, "The Old Guard," Piquette  
Two-step, "Mumblin' Voss," Tharlan  
Selection, "Scotland's Pride," Godfrey  
"God Save the King"

The *Strait* Times writes:—The many friends of Captain Primrose in Singapore, Hongkong, and Bangkok will congratulate him on his appointment as skipper of the *Ban Whatt Soon*. Captain Primrose was for many years in command of one of the Scottish Oriental boats, and after that Company changed hands had to seek other craft—and not always as skipper either. The next thing, we shall probably hear of cricket matches in Portiana; and other small ports to which the boat runs.

Dr. Morrison telegraphed from Peking to the *Times* on the 18th ult. that at an interview with the Waiwupu, M. Uchida, the Japanese Minister, again pressed China to open Malacca and Tatuwaka to foreign trade. The reply was a non-possessum. As showing the powerful grip in which Kassis holds China, it may be observed that even the Viceroy Chang Chih-tung and Yuan Shi-kai oppose the opening of new treaty ports in Manchuria. M. Uchida also protested against the transfer of the commercial treaty negotiations to Peking. The Waiwupu informed the Japanese Minister that China had recalled her Minister in Tokyo, appointing instead her former Consul-General at Yokohama.

In Berlin diplomatic circles it is stated that Russia has for some time past been endeavouring to dissolve the Anglo-Japanese Alliance, and that the visit of General Kuropatkin, Russian Minister of War, to Japan was arranged for that purpose. General Kuropatkin is said to have been selected as being one of the most experienced Orientalists in Russia and one who has been most successful in Asiatic affairs. He bore, it was said, an official mandate from the Russian Government to offer Japan material advantages in the East in return for her adopting an attitude of neutrality with regard to the development of Russia's Manchurian policy, which comprises Corea as a Russian sphere of influence. Naturally Japan is expected to sever her connection with Great Britain gradually.

A report states that the Russian authorities have decided to permit Japanese to purchase lease of land at Dairen, which up to now has been forbidden.

The Hon. Treasurer of the Alice Memorial and Notherole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—  
Fairall & Co. ... \$25  
A. S. Watson & Co., Ltd. ... 25

It is understood that whilst the Sultan of Kelantan has seen fit to accept the offer of Sir Frank Swettenham to be present at the Federated States Conference, the ruler of Tringganu has declined. Under the circumstances, says the *Strait* Times, this news is not likely to cause any astonishment.

Another instance of the new Canton Viceroy's strictness is reported. One of the Canton charitable institutions which has been appealing for funds to provide cheap rice for the famine-stricken in Kwangsi seems to have been asked by H.E. Sham to produce its account-books. No figures of the money received or the amount of rice distributed were forthcoming, and the Viceroy has therefore sent up a commissioner to make investigations in the districts receiving relief from this society. It is said in Canton that some of the directors of the institution feel very uncomfortable about the matter.

The P. & O. s.s. *Masilia*, which left Singapore on the 16th inst. for Bombay, took \$1,900,000 from the Currency Note reserve, for Bombay, where they will be kept until the arrival of the new dies when they will be re-coined. The dies for the new dollars have been made in London. It is understood that the design will be quite different from that of the present Straits dollar, and that their principal feature will be that they will bear across the face the denomination of the coin—"One Dollar"—with the King's head on the other side. They are also, it is believed, to be slightly reduced in size.

We have received the latest number of the *American Asiatic*. The first page is made up of short paragraphs entitled "Editorial Opinion." Here is one:—"Chamberlain.—Until this eminent catastrophe to solid British instinct permits a fuller view of his new campaign, the honest thinking fellow may get ready his ideas by looking at the pink spots on the map and considering that earth well protectively wall about in a bunch—the balance of the working world known only by the tint of its whistles going by. This method is recommended to other patriots whose eyes aim to vision beyond the surf on their own shores." We fear that were not up to the intellectual pressure of the editorial comment. Perhaps it is only an advertisement of Pink Spots for Pale Politicians.

These correspondents have been unfortunate of late. On the 16th ult. the correspondent at Tanguier was captured by rebels in the neighbourhood of the city. It would appear that the Government troops proceeded on the morning of the 16th to attack a village and that the correspondent went out early to the spot to witness the proceedings. He did not return in the evening, but news was brought in to the effect that he had been carried off by the rebels. H. B. M. Minister, Sir Arthur Nicolson, at once took every possible step to secure his release. Communications were opened with the correspondent, who was being well treated by his captors, and there was reason to hope that he would be very shortly liberated. In the meantime, Sir Arthur Nicolson impressed upon the Moorish authorities the necessity of postponing any military operations which might endanger the *Times* correspondent or delay his release.

## HONGKONG'S ASSETS AND LIABILITIES.

The following statement of the Colony's assets and liabilities on the 31st May, 1903, appears in the *Gazette*—

ASSETS.	\$ c.
Bank balance	5,441.55
Crown agents' balance	38,276.25
Advances, &c.	350,000.00
Subsidiary coins	350,000.00
Total	\$391,717.80
Balance	1,964,677.68
Total	\$2,356,395.48
LIABILITIES.	\$ c.
Deposits not available	4,831.78
Crown agents' drafts	68,000.01
Money order remittances	15,539.21
Balance overdrawn—bank	1,191,891.19
Total	\$2,356,395.48
Subsidiary coins in transit	\$900.00
Estimate of silver at mint	\$105,373
Total	\$2,356,395.48

## H.K.V.C. CHURCH PARADE.

A Church Parade of the Hongkong Volunteer Corps took place yesterday forenoon at Union Church, the officers and men assembling at Headquarters at 10 o'clock. Major A. Chapman was in command and there were on parade about 70 members of the Corps, the other officers present being Captain R. Mitchell, Lieut. J. H. W. Armstrong, Lieut. T. Skinner, Lieut. G. P. Lammert, Lieut. W. Nicholson, Lieut. W. A. Crake, Lieut. M. S. Northcote, Lieut. Barrett, Lieut. Scott, and Sergt-Major J. Power. It had been arranged that the band of the 33rd Borneo should be in attendance, but they were late in putting in an appearance and the Volunteers had to march to church without them. The band, however, followed up afterwards and played the corps back to Headquarters. At the church the service was conducted by the Rev. C. H. Hickling, and there was special music sung by the choir. Mr. George Grimble presided at the organ.

## TELEGRAMS.

## REUTER'S SERVICE.

## GREAT BRITAIN AND JAPAN.

LONDON, 16th July.

A Commercial Treaty between Great Britain and Japan is notified.

## THE SOMALILAND EXPEDITION.

LONDON, 16th July.

Two Companies of the Army Service Corps with 900 mules and many waggons and stores will sail from Durban on the 18th inst. en route to Somaliland; this is believed to indicate elaborate preparations before active operations are resumed.

LATER.

It is expected that General Egerton with fresh reinforcements will strike a fair blow at the Mullah, but a vast expedition is not contemplated.

## THE KING'S VISIT TO IRELAND.

LONDON, 16th July.

The Crimes Act has been revoked in various districts; in Clare, Limerick, Tipperary, Roscommon, and Sligo. It is greatly welcomed in view of the approaching royal visit.

## THE CITY AND FOOD TAXATION.

LONDON, 16th July.

A requisition signed by 650 City men, including nineteen members of the House of Commons, has been sent to the Lord Mayor of London requesting the use of the Guildhall for a meeting to condemn the taxation of food.

LATER.

The Lord Mayor has declined the requisition of the City men for a meeting in the Guildhall.

## TROOPS FOR SOUTH AFRICA.

LONDON, 16th July.

Mr. Brodriok states that the Defence Committee of the Cabinet has decided to keep 25,000 men in South Africa, to be available for service in India in case of emergency.

## RUSSIA IN MANCHURIA.

LONDON, 17th July.

It is semi-officially announced at Washington that the Port Arthur Conference is an important step in Russia's plans to arrange the internal administration of Manchuria in a manner to allow of the opening of the ports desired by the United States and Japan without an undue sacrifice of Russian interests. The *Standard* is sceptical about Russian promises re Manchuria, which are entirely conditional on the evacuation of Manchuria by Russia.

## CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

## LI KA CHEUK.

Li Ka Cheuk, the alleged instigator of the murder of Young Kai-wan, the reformer, in Hongkong, who was reported the other day to have committed suicide after having been dismissed from office and ordered to return to Canton to answer the various charges brought against him, is said to have absconded to Annam or somewhere else. Li Ka Cheuk gained the favour and confidence of the high authorities by his crafty wiles and was regarded by the superior officers as one of the most capable mandarins for the suppression of the rebels and the discovery and capture of notorious robbers. All the soldiers under his command were enlisted by himself and nearly all were robbers whom Li took into his service on their promising to help to effect the arrest of their brother-robbers. In reality many cases of robbery occurring in Canton were committed by his soldiers and Li accepted a part of the booty too, so that he gained his distinction by being able to discover the offenders and the booty in many robberies which were reported to the high authorities by some influential gentry. He then forced one or two of the poor soldiers, the real culprits, to admit the crime by the promise of supporting their families. It is reported that Li Ka Cheuk, when he received the order of the Viceroy, at once disbanded all the soldiers under his command and made his escape. The disbanded soldiers then commenced to commit robberies and crimes of every description. The case was reported to the Viceroy, who at once sent Admiral Ho with a good number of soldiers to effect his capture. There is another rumour in Canton to the effect that a telegram was received from Li Ka Cheuk by the officers saying that order had been restored in Yunnan and he asked General Fung Tze-tai to take command of all his soldiers. We cannot vouch for the truth of this report, but we are sure that Admiral Ho, who has been sent by the Viceroy to effect the capture of Li Ka Cheuk, has arrived at Fakhai.

## WEATHER REPORT.

The Hongkong Observatory on the 18th inst. issued the following report:—  
The barometer has fallen over E. Japan, risen over N. China.  
The depression appears to be moving Eastwards in the N. part of the Sea of Japan.  
Pressure remains high over the Pacific between Luzon and the Loochees.  
Moderate S. winds in the Formosa Channel and over the N. part of the China Sea.  
Forecast:—Moderate S. winds, thunder-showers.

## SUPREME COURT.

Saturday, 18th July.

## IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

ROBERT IN THE NEW TERRITORY.  
Ng Shik was charged with having, on 31st May at Tongfong, received two stolen revolvers, one cartridge, four rolls of cloth, and certain other property belonging to one Tsau Tso Fuk.

He pleaded not guilty.

The following jury was empanelled:—Messrs. E. M. Haseland (foreman), F. P. de V. Seares, B. K. Mehta, C. Warren, R. M. Esaki, F. R. Spence, and E. H. Summers.

The Attorney-General (Hon. Sir Henry S. Barkley) conducted the prosecution, instructed by Mr. F. B. L. Bowley, Crown Solicitor. The prisoner, said, appeared to be a man who had been away for some time in Borneo and had lately returned to the Colony. Complainant, a retired market-gardener, came back some time ago from Australia and settled in the New Territory. On the date in question as he was entering his house he was attacked by several masked men, knocked down and rendered unconscious. When he recovered he found that his house had been ransacked and the articles mentioned taken away. Acting on information received, the police on the following day went to the prisoner's house and found various of the stolen articles in his house and on his person.

After hearing evidence the jury unanimously found the prisoner guilty as libelled.

His Lordship passed sentence of two years imprisonment with hard labour.

The Court adjourned till to-day at 10.30 a.m.

## CORRESPONDENCE.

## PUBLIC HEALTH AND BUILDINGS ORDINANCE, 1903.

TO THE EDITOR OF THE "DAILY PRESS."  
13, Bank Buildings,  
Hongkong, 18th July, 1903.

SIR.—The statement of "Fairplay" with reference to myself, which is quoted in your issue of this date, is wholly erroneous. The European community did not engage my services at all in connection with the above Ordinance—Yours, etc.,

H. E. FOLLOCK.

## THE PHILHARMONIC SOCIETY.

TO THE EDITOR OF THE "DAILY PRESS."  
Hongkong, 18th July.

SIR.—I was glad to see in your account of the Volunteer concert in to-day's issue that there was a rumour that the Philharmonic Society was to be re-generated. I hope that this rumour is founded on fact and that soon we shall have some good work done here by that Society. I have no doubt that there are many who would be anxious to join in to make the music flow.—Yours, etc.,

VOX CELESTIS.

## CANTON LAND CO., LD.

## ANNUAL MEETING.

The fifth ordinary annual meeting of shareholders in the above Company was held at the offices of the general managers, Messrs. Shawan, Tomes & Co., on Saturday, at 11 a.m. The Hon. R. Shawan (chairman) presided, and the others present were Messrs. A. Babington, A. G. Gordon, T. H. Reid, Fung Wa Chas, and N. H. Rutherford (secretary).

The notice calling the meeting having been read,

The CHAIRMAN said:—Gentlemen, the report and accounts having been in your hands for some days will now with your permission be taken as read. The total rent earned during the year was \$4,609.10 as against \$4,315.70 for the previous year, but of this \$2,268.80 has not been collected owing to the action of the Kaitung in seizing our wheat and dispossessing the tenant. This matter has been placed in the hands of the British Consul and a claim will be made in due course for the loss we shall have suffered. The question of the registration of our title-deeds and of the redemption is still pending but thanks to the energy of the Consul-General, Mr. Scott, there seems now some hope of a final settlement of these matters being come to with the Chinese authorities before very long. In the meantime we can rest satisfied in the assurance that our interests could not be in better hands than those of Mr. Scott. That is all I have to say, but before moving the adoption of the report and accounts I shall be pleased to answer any questions that shareholders may wish to ask.

There were no questions, and on the motion of the CHAIRMAN, seconded by Mr. D. B. BINGTON, the report and accounts as presented were adopted and passed.

The next item of business was the election of directors, and on the motion of Mr. GORDON, seconded by Mr. B. BINGTON, the retiring members of the board were re-elected.

The reappointment also of the auditors for another year brought the meeting to a close.

## LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *Hamburg* left Shanghai on the 18th inst. at 1 p.m., and may be expected here to-morrow, at daylight.  
The Imperial German mail steamer *Sachsen* left Singapore on the 18th inst. at 8 a.m., and may be expected on the 23rd inst. at daylight.  
The O.S.S. steamer *Prometheus* left Shanghai on the 17th inst. p.m. and is due here to-day.  
The steamer *Zafiro* left Manila on the 18th inst. and is due here to-morrow.  
The E. & A. steamer *Empire*, from Sydney &c., left Thursday Island on the 16th inst. for Manila and this port, and is due here on the 26th inst.



## HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 16th June.  
THE TARIFF PROPOSALS.

Mr. Chamberlain's idea of an imperial customs union with differential duties in favour of the mother-country in the colonies and a protective tariff at home is greatly exciting the minds of the Press in this country. Whilst the more moderate papers think that there will be plenty of time to talk about defensive measures when the plan is within measurable distance of being realised, Anglophobes and other hotpurs, who are for ever scanning danger where peaceful Albion is concerned, are already raising cries of warning and suggesting retaliatory steps in the shape of additional duties and one of them even going so far as to suggest a *surtax de partition* only however to discard the idea as impracticable. They all seem to agree more or less that to abandon free trade will spell ruin to British commerce and industry; some admit the boldness, nay greatness, of Mr. Chamberlain's conception, but few believe in its feasibility.

Professor Luja Brentano of Munich, an eminent writer on political economy, has contributed an interesting article on the subject to the *Hamburger Correspondent*, one of our leading papers, of which for want of space I can, much to my regret, give but a short résumé. Of the two speeches of Mr. Chamberlain and Mr. Balfour, Professor Brentano considers that of the latter the more interesting, although it contains no new ideas. The arguments he advances are chiefly directed against Germany but might almost bear the stamp "Made in Germany" if it were not for their having been originally borrowed from English writers by German protectionists.

Both Mr. Chamberlain and Mr. Balfour try to veil their protectionist proclivities and profess themselves free traders, only Mr. Balfour adds that it depends upon what you understand by free trade whilst Mr. Chamberlain declines to commit himself to any "technical" definition of the term. They fully recognise the difficulties the new doctrine will encounter from the views on political economy now held by a great majority of the British people. That even England had adopted free trade other nations must of necessity follow suit is an exploded idea and should no longer be used as an argument, least of all in defence of free trade, for it is at bottom a plea for reciprocity. An assertion we are quite accustomed to hear made by protectionists, that an adverse balance of trade must in the long run ruin a country, causes some surprise coming from a politician of Mr. Balfour's training and experience, for only the goods imported and exported figure in the official returns, whilst the profits arising from labour, the carrying trade by commissions, by the utilisation of capital which go to pay for the excess of imports over exports, where there is any, find no place there. The wealth of Great Britain has grown steadily notwithstanding the apparent increase in the debit balance of her trade. A few figures taken from Sir A. Giffen's book *The Growth of Capital* will prove this.

In 1812 the population of Great Britain and Ireland amounted to 17 million inhabitants and the value of real and personal property to 2,700 million sterling or £160 a head; in 1845 the figures were respectively 28 m., 4,000 m., £143; in 1866 the figures were respectively 30 m., 6,000 m., £200; in 1885 the figures were respectively 37 m., 10,000 m., £270—wages having during that time risen about 100 per cent. The fundamental idea of free trade is the principle of division of labour applied to the international trade of the various countries. It demands that the national energies be directed to the production of such commodities as the country can produce most advantageously, these or part of them to serve for the purchase of such other goods as may be produced more cheaply elsewhere. The greater the extent to which this is carried out in a country the greater will be the profit to capital and labour; although the more urgent want of certain foreign goods by a people or the necessity it may be under of selling its own production regardless of price may for the time being curtail the profits. Duties and other restrictive measures have but a short effect, for as soon as they become prohibitive, the goods thus affected will no longer be imported, and the population will be compelled to put up with articles made at home under less favourable circumstances and therefore, if not inferior in quality, at any rate higher in price. Such was the doctrine of free trade when England adopted it and by adhering to it she has amassed enormous wealth. It was hoped that other countries would follow her example and for a time it seemed as if these hopes were to be realised. After the Franco-German war however France turned her back on free trade, which the Emperor Napoleon III had favoured towards the end of the seventies. Germany and most other countries retraced the steps made in that direction, imposing duties on foreign goods or raising those already existing. Then it was that the cry first arose in England for the substitution of "fair trade" for free trade, but it passed unheeded for a long time, the English people being so thoroughly permeated by the idea of free trade that they refused to listen to the clamourings of a few interested manufacturers.

New all at once Mr. Balfour and Mr. Chamberlain take up the cry, declaring countervailing duties to be the only panacea for British industry and the only means of saving the empire; but whilst the question is a purely economical one, almost a mathematical problem, they raise another issue by appealing to the political passions of the people, to whom they represent it as a disgrace that they should tamely submit to the growing protectionism of other countries. Mr. Chamberlain does not hesitate to state that it is no longer a

commercial question but a political one, and that a British customs union with protective tariffs and preferential rates will draw the bonds between the mother-country and her children beyond the seas all the closer, and thus forever strengthen the foundations of the empire.

Will he succeed in converting the nation to his views? It is difficult to form an opinion where national feelings come into play; the only thing to be done is to examine the interests involved but in doing so one should beware of mistaking Mr. Chamberlain's policy for a return to the old mercantile system. There is this fundamental difference, that where formerly the interests of the colonies were sacrificed to those of the mother-country it seems as if the reverse were to take place now.

## THE ELECTIONS.

The elections for the Reichstag are, it seems, passing off very quietly here to-day; the result is looked forward to with curiosity, if not with keen general interest. For the last ten years Hamburg has returned three socialist members and although it is felt as a disgrace by the better classes that a great commercial city like this should not be represented by leading men of business, it is almost considered a foregone conclusion; and so great has the indifference been on former occasions, that at the last elections 50,000 out of a total of 181,000 electors did not go to the poll.

## TRISTAN DA CUNHA.

A Blue-book issued last month containing "further correspondence relating to the island of Tristan da Cunha" gives some information of interest about the condition of this diminutive colony, the principal of a group of islands in the South Atlantic Ocean in 37° 30' S., 12° 19' W. In January Tristan da Cunha was visited by H.M.S. *Thrush*, and Lieutenant Watts-Jones and Surgeon Lobb, of that vessel, drew up a report on the island which was forwarded by the Admiralty to the Colonial Office to be laid before the Secretary of State on March 26. The population, says this report, now consists of 76 persons, divided into 17 families or households. All but four of the inhabitants were born in the island, two of the exceptions being Italians, who are described as being probably the best educated persons there. There have been no marriages in the island for three years. The islanders, though sanbar, are described as being practically "white." The men are hardy, but not of fine physique; "the women are decidedly finer specimens than the men; their features are regular, pleasing, and of somewhat Semitic type. The children are clean, fat, healthy, and well-cared for, and surprisingly well-clothed." There is no definite sign of mental or physical deterioration arising specifically from the system of internment. The people generally, say the officers, were very anxious about the education of their children, and the difficulties attending this seemed largely responsible for the views they expressed on the subject of leaving the island. Their staple food is potatoes, milk, beef, mutton, and poultry produce, and of these there is an ample supply, but for anything beyond, the inhabitants are entirely dependent on passing ships. Rats, which prevent the growing of any grain, are the curse of the island. Fish are plentiful, but the islanders are chiefly a farming community. "The *Thrush*," says the report, "took 33 cases to the island, all of which came from the Cape; this does not include the mails and some books which came from England. She brought back 45 packages, addressed to various people in Cape Colony, as the islanders said that unless they could send some of their things to their relations in the Colony they would get no clothing." The schooner trade which used to be regularly carried on with the island has come to an end. It is pointed out that the island might in the future have a value, should a large carrying trade be established between South America and the Cape, as an intermediate station for wireless telegraphy; but this is the occasional assistance given to shipwrecked people seemed the only imaginable reason for occupying it. The great majority of the people said they would like to quit the island if they could realise or receive compensation for leaving their stock behind them.

## RUSSO-AMERICAN RELATIONS.

The *New York Tribune* of June 15th devotes a leading article to an enquiry into Russo-American friendship and approves the suggestion of the *Noroe Vremya* that the Russian Government should publish from official records a history of the relations between the two countries. That, remarks the *Tribune*, would be in better taste and more effective than railing at Mr. Hay's "stubborn Anglophilia" and sneering at the American nation as "politically naïve," or the "offensive proposal that Russian diplomatic agents should create a party here favourable to Russian use of the American Press for Russian ends." Then, examining for itself the history of the relations between Russia and the United States, the *Tribune* can find no foundation for the legend of Russia's friendship to this country. During the American Revolution she was coquetting with England with a view to an alliance against us. Later she claimed Oregon, and was told that this Government would resist her designs to colonise there or anywhere on the continent. "The Monroe doctrine" was directed primarily against Russian designs in America. Russia persistently strove to maintain a foothold in California until the United States warned her off those shores. As to the alleged secret orders to the Russian fleet in a certain contingency during the American civil war, nothing, says the *Tribune*, is really known. Equally unknown are the reasons concerning the attitude of Russia when Louis Napoleon proposed to intervene on behalf of the Southern Confederacy. Authoritative statements on both points would be welcome to the *Tribune*, which closes an interesting article with the remark that while not desiring to appear ungrateful for any friendship Russia has actually shown, "it would be folly to overrate that friendship or build sentimental fabrics upon the basis of legendary relations that never existed."

## SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share list dated Hongkong, 18th July—Our market remains without animation; the business which has come under our notice has been of an extremely meagre nature and the long-looked-for improvement seems to be as far off as ever. The rates on Shanghai are unchanged—Tls. 71½ for a T/T, and Tls. 71½ for a three days' sight Private Paper.

BANKS.—Hongkong and Shanghai were done in small quantities as high as \$657½, but at time of writing the market is easier and shares could probably be got at \$685; the London rate has advanced to £63 1½. Nationals are a quiet at \$28.

MARINE INSURANCE SHARES.—Unions are quiet at \$500. China Traders have been done at \$62, \$62½, and \$63, with probable further buyers at the latter figure, whilst the remaining stocks under this heading are quiet at quotations.

FIRE INSURANCE SHARES.—Hongkong are offered in the market at \$230, and China Fires after sales at \$-5 could now be placed in small quantities at \$80.

SHIPPING STOCKS.—Canton and Macao sold and have further sellers at \$381; this Company has advertised its seventy-fourth ordinary half-yearly meeting to take place on the 4th August and the transfer books will be closed from the 21st July to the 4th August, both days inclusive. Indo-China are weaker again with sellers at \$98. China Manilla old scrip sold at \$21 with further buyers, whilst the new scrip is in demand at \$16. Douglas sold at \$4½. Star Ferries have buyers at \$27 and \$17 respectively, and Shell Transports sold and have further buyers at \$1 2s. 6d.

REFINERIES.—China Sugars have ruled very weak during the time under review; the stock dropped to \$94 sales and more shares are on offer at \$95. Luzons are in demand at \$10.

MIXING SHARES.—Panjous ordinary shares sold at \$2½ and \$2.30 with further sellers at the latter rate; preference shares are in demand at 30 cents.

DOCKS, WHARVES AND GODOWNS.—Whampoa Docks after ruling strong during the early part of the week are a little easier and buyers are not willing to pay more than \$216; Kowloon Wharves could be placed at \$88. The eleventh ordinary yearly meeting of the New Amoy Dock Company Limited, was held in Amoy on the 8th July last. From their report for 1902 we gather the following figures: The net profit for 1902 is \$42,621.94 (against \$46,343.98 in 1901) which together with \$403.19 carried forward from last year, less bonus (against \$11,988.29, less bonus, carried forward from 1900) makes \$43,685.13; this sum was dealt with as follows: \$8,536.39 was paid to the general manager and consulting committee in commission and fees, \$15,000 has been added to reserve fund, increasing same to \$35,000; a dividend of \$3.50 per share absorbing \$15,000 (same as last year) has been declared and the balance of \$4,648.74 carried forward to new account. Since 1898 \$11,551.16 has been spent on extension of dock artisans' houses, etc., \$32,155.43 on plant and machinery. There are buyers of this stock at \$40 cum dividend. Shanghai Farmlands, owing to forced sales in the North, have ruled very weak, selling as low as Tls. 165, but have since recovered to Tls. 170. The yearly meeting of this Company took place on the 16th July in Shanghai and the exact figures as published in their report are: not profits, including amount brought forward from last year and after paying all charges and allowing for all known liabilities, amount to Tls. 911,242.22. The interim dividend of Tls. 7 paid in December last absorbed Tls. \$86,490, leaving for distribution Tls. \$84,742.22. Of this sum a final dividend of Tls. 8, absorbing Tls. 441,600, is taken, a further sum of Tls. 100,000 added to reserve fund, raising the same to Tls. 850,000, and the remaining Tls. 3,412.22 are carried forward to new account.

LANDS, HOTELS AND BUILDINGS.—Land Investments are selling at \$161; the usual half-yearly interim dividend of \$6, payable on the 28th instant, has been declared by this company; the transfer books will be closed from the 22nd to 28th instant, both days inclusive. Hongkong Hotels are easier with sellers at \$151. Oriente Estates can be placed at \$40, and Humphreys Estates at \$12. Corroase.—Ewos are selling at Tls. 35, Laou Kung-mows have dropped to Tls. 43, and Hongkong Cottons sold at \$15.

MISCELLANEOUS.—Manila Investments sold at \$15. Green Islands are a little easier with buyers over \$24. Watsons are on offer at \$14½. Hongkong Electric old scrip is on offer at \$12.60 ex dividend and new scrip in demand at \$7 ex dividend. Less have buyers at \$24½. The company has declared an interim dividend of \$4 for the half-year ending 30th June, payable on and after the 28th July, and the transfer books will be closed from the 20th to the 28th inst., both days inclusive. Steam Water-bots have buyers at \$144. Bell's Asbestos have advanced to \$9 sales and United Asbestos are in demand at \$9½. The Tebrun Planting Company held its seventh ordinary general meeting on the 14th July and the report says that the working for the year ending 30th April, 1903, shows a loss of \$2,470.23 inclusive of the amount of \$2,387.51 at debit on 30th April, 1902. The coffee-plantation has been virtually abandoned but the rubber garden is showing good progress, the rubber gained so far being of an excellent quality. Powells are selling at \$10, and Albion Cigars are in demand at \$25.

The Patents—Macniven & Cameron Limited, deserve A NATIONAL MEMORIAL for their excellent inventions.—*Dover Chronicle*. THE WAVELEY PEN. THE PICKWICK PEN. THE OWL PEN. THE HINDOO PEN. Sold at all Stationers. Waverley Works, Edinburgh. [2045-2]

## RUSSIA AND ENGLAND.

In the June number of the *National Review* we find the following letter addressed to the Editor from G. Quil de l'Amirauté, St. Petersburg, under date April 10, 1903:—

SIR.—It is with very great pleasure that I read the bright "Episodes of the Month" in your distinguished *Review*, and I had, many times before, the intention to express you the thanks of a Russian reader for your clever and just opinions about Russia. I wished also to ask you if your opinions are shared by many of your countrymen, which seems to me somewhat questionable.

Being a Russian Nationalist, I am preaching the Anglo-Russian understanding, because I see that both our countries lie under the same danger of a coming German invasion.

But in this direction I accomplished more than you: I have studied the Anglo-Russian dissensions at their local sources. Thus in the year 1897 I travelled in China, in Japan, in Korea. In the next year I made a great journey in the Northern Corea, from the mouth of the Tumen-na river to the mouth of the Yalu. In 1900 I made a six months' cruise between Bombay and Bagdad, and I spent some time at the Sheikh of el-Koweit and of Mohammereh. I think, therefore, I am entitled to dispute with you the cause of the Anglo-Russian animosity.

Among the causes of our mutual misunderstandings the first place belongs unquestionably to Persia, with a population of about ten millions. Tell me, is it our or your fault that the fertile and rich Persian provinces are on the shores of the Caspian Sea, whilst her waste and poor ones lie on the Persian Gulf? The amount of Russian trade in Persia, about £1,300,000, is made not in the Southern Persia but in the North, which forms a natural sequel to our Transcaucasian and Transaspian provinces.

I visited the ports of the Persian Gulf before the first Russian merchant steamer had come there, and I did not find more than two English traders in the Persian ports of it. There was a German in Bander-Abbas, a few Banians in Lingah, and two Armenians and two Englishmen in Bushire; two-thirds of the English goods sold in the Gulf are imported by Persians and Arabs. The firm of Lynch Brothers is Armenian more than British, the firm of Holz is Dutch.

If the Persian Gulf were your internal sea, I understand that you could protest against the appearance of the Russian flag on its waters, but the Persian Gulf is an open sea, whose northern shore belongs to Persia and the southern partly to Turkey, partly to the Sultanate of Muscat. From the trading point of view the Persian Gulf is only worth £6,000,000 a year, and from the strategic one it is but a rat-trap.

I think you cannot seize Bander-Abbas and fortify it, and even if you have taken this key of the Gulf, you would be obliged to surrender it to any European force coming overland from the north.

I understand that you want the Gulf for protecting the flank of your Indian possession against the grasping Russian bear. The control over the Gulf is a part of your Indian policy. Well, let me think then that your Indian policy is an erroneous one in so much as it is based on the theory of buffer states. This theory, contradicting as it does international law, also contradicts human logic, as it supposes that every two persons not seeing one another are insured against the danger of becoming hostile. In my opinion this old Greek proverb—"from the frequent seeing one another is born the affection among men"—is more true than your more much-prized buffer theory.

No sensible Russian will advocate the invasion of India. But if Russia had a port on the Persian Gulf this invasion would become less probable than now; we should have a weak point in the vicinity of India, and your fleet would never allow the landing of a Russian army on the Indian shores. The Russian way to India would always be an overland one.

Now compare 400,000,000 of your Indian subjects, wanting as they do British capital, British learning, British life-giving genius, with 10,000,000 poor and lazy Persians, and your yearning for Persia will appear to your selves ridiculous. Is it for the interests of Messrs. Lynch that you make such a great noise? But the British interests protected by Russia are thousands and thousands times greater than those of Mr. Lynch.

Now let us examine the question of Manchuria. Personally, I am against the annexation of this province, but what will you do with the railway built there by Russia? If the building of a railway in a foreign country will not be recognised by you as a title for protecting it, and for controlling the country itself, in which the railway is built, you will deprive yourselves of one of your best arguments for interfering with North China, where such a railway is built with British capital. I am sure that sooner or later Manchuria will come under Russian protection, even at the cost of a war with Japan. The mail of Port Arthur is driven into Manchuria, *facile consensu Britanum*, and it will be very difficult to your Japanese allies to pull it out.

I think that Russia will never interfere with Southern China, except Hankow, where our tea traders have settled, and I think that the real British interests throughout China require a spot for Russian interests in Manchuria. The rest is a bare haggling which hinders us, nevertheless, from being on good terms with England.

Your people have seen the very beginnings of our Russian power, when the good chance had driven the ships of the gallant Chancellors to the cold shores of Arhangelsk. You already had Shakespeare and Bacon when we had Ivan the Terrible, who conquered the heathen Kingdoms of Kazan and of Astrakhan

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[38]

## NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO HONGKONG ELECTRIC CO. or SIEMSEN &amp; CO.

[474]

and who made a perilous war against the Germans in Livonia. It takes much time for the elder brothers to realise that their younger brother grew great and strong. But *ignorantia facti semper nocet*, and it is a noble task for every honest Englishman to better the feeling of his people toward Russia. It is true that the general politics are made by the statesmen of the street, but these statesmen, endowed as they are with the true hearts and the noble propensities, want to be guided by the honest men of sound political training and a broad political learning.

If you will find my letter worth publishing you can do it, but pardon my barbarous English. I did not wish to write it in French.—I remain, dear sir, very faithfully yours,

S. SYROMIATNIKOFF,  
Ridacteur of the *Noroe Vremya*.

## RELICS OF SPANISH ARMADA.

Captain Burns, Glasgow, recently obtained permission from the Duke of Argyll to prosecute a search for the wreck of the *Admiral of Florence*, one of the vessels of the Spanish Armada, which, according to well-authenticated historical records, was blown up in the year 1588 in Tobermory Bay. Captain Burns arrived at Tobermory last month and, with the aid of a chart furnished by the Duke of Argyll and dated 1730, began operations. In a depth of 12 fathoms of water was found what turned out to be a pistol. It was heavily encrusted with lime, and being struck in the centre it snapped in two and the muzzle of the weapon was disclosed. Soon after the diver at work came upon a sword-blade lying partly embedded in the sandy bottom. It also was encrusted with lime. Only a portion of the blade was recovered. A ledge anchor was also found, but the most important discovery was a muzzle-loading bronze cannon in a perfect state of preservation. It measures about 4ft. 6in. in length and about 8in. in diameter at the breech, and bears date 1563. The relics were taken to Glasgow. Captain Burns was to resume operations this month. About the middle of the 17th century several pieces of ordnance and other equipments of the vessel were recovered.

## MR. DOOLEY ON "PROGRESS"

In the new book entitled *Observations of Mr. Dooley* the following amusing remarks on "Progress" occur in the course of a discussion on the matter with his friend Hinnissy:—

"The Progress. We live in a cinchery iv progress, an' I thank Lord I've seen most iv it. Man an' boy I've lived pretty near through this wonderful age. If I was proud I could say I seen more thin Julius Caesar ever see or cared to. An' here I am, I'll not say how old, still pushin' th' malt across th' counter at me th' refinery countrymen. All around me is th' refinements iv mechanical janias. Instead iv brochin' th' beer-kag with a club an' shrovin' th' beer through a faucet as me Puritan forefathers done, I have that wonder iv inventive science th' beer pump. I cheat meself with a cash register. I cut out th' end iv me good cigar with an injunious device an' pull th' cork out iv a bottle with a contrivance that wud've made that friar that Hogan boasts about, that ol' boy Archy Meeds, think they was wickered at th' house. Science has been a great b'lessin' to me. But amidst all these gauds here an' th' same ol' antiquated combination iv bellows an' pump I always was. Not so good. Time has worn me out. Th' years like little boys with jackknives has carved their names in me top. Ivry day I have to write off something fr' depreciation. 'Tis about time fr' wholiver owns me to warrak me off on a thrust. Mechanical science has done ivrything fr' me but help me. I suppose I ought to feel superiory to me father. He niver see a high buildin', but he didn't want to. He cudden't come here in five days, but he was a wise man an' if he cud've come in three he'd have stayed in th' County Roscommon."

Some curious letters pass in business. Here is one received recently by a London firm from a native of India, with whom the firm had only once had transactions many years ago. It is with great pleasure I request your goodness to be present at the Wedding of my son X— on Tuesday, the 5th May, 1903 (Buddhade, 9th of the bright half of the month of Vaisakh, 1859). If your goodsoles may not be present on account of the distance being very great, may I beg of your goodsoles to enjoy and share the Wedding Mentally, as it has been Theosophically acknowledged that the power of the soul surpasses the waves of electricity, although your representative of this side would, I trust, certainly partake of the wedding pleasure.



TELEPHONE No. 135.

OUR SPECIAL BLEND

SCOTCH WHISKY

18

"CLUB"

AT

Per Doz. ... .. \$15

We have older and more expensive Whiskies

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[167]

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Manager,  
1st Floor, 37, Cantonment Road,  
Hongkong, 18th June, 1903. [1763]

THE AMERICAN SYSTEM.

## DENTISTRY.

DR. M. H. CHAUN,  
27, DES VEXES ROAD CENTRAL HONGKONG  
From the University of Pennsylvania, U.S.A.  
Hongkong, 10th March, 1903. [176]

## NOTICE.

WANG HING.  
JEWELLER.  
has REMOVED to No. 10, QUEEN'S ROAD CENTRAL (opposite Messrs. KELLY AND WALSH) and has also kept his old Shop as a Branch Establishment, named WANG HING & CO.  
Hongkong, 23rd March, 1903. [472]



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**PAID-UP CAPITAL.....\$10,000,000**

**RESERVE FUND—**

**STERLING RESERVE.....\$19,000,000**

**SILVER RESERVE ... 5,500,000**

**.....\$13,500,000**

**RESERVE LIABILITY OF PROPRIETORS\$10,000,000**

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For 3 months, at 2½ per cent. per Annum.

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Chief Manager.

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PAID-UP CAPITAL.....Sh. Tael 5,000,000

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Acting Manager.  
Hongkong, 1st December, 1902. 1789

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YOKOHAMA SPECIE BANK  
LIMITED.  
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per annum on the daily balance.  
On fixed deposits for 12 months 5% per annum  
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**TARO HODSUMI**  
Manager.

Hongkong, 11th March, 1913. 182

**THE NATIONAL BANK OF CHINA**  
**LIMITED.**

AUTHORIZED CAPITAL.....£1,000,000  
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**HEAD OFFICE—HONGKONG.**

**BOARD OF DIRECTORS.**

AUTHORIZED CAPITAL.....£1,000,000  
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 BOARD OF DIRECTORS.  
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 Chief Manager,  
 GEO. W. F. PLATFAIR.  
 Interest for 12 Months Fixed.....5%,  
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**INTEREST** on deposits is allowed at 3% **PER CENT.** per annum.  
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 For the **HONGKONG AND SHANGHAI BANKING CORPORATION.**  
**J. R. M. SMITH,**  
 Chief Manager  
 Hongkong, 1st May, 1902.

*Journal of Management Studies*, 19(6), 701-718.



## TO LET.

**NO. 3, DUNDRELL STREET.** ground floor. Suitable for Offices or Office and Godown.  
Apply—**SOUTH CHINA MORNING POST," LD.**  
Connaught Road Central.  
Hongkong, 27th June, 1905. [1849]

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**2ND FLOOR, No. 35, QUEEN'S ROAD CENTRAL.** suitable for Office.  
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35, Queen's Road Central.  
Hongkong, 10th July, 1905. [1851]

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**NO. 155, PRAYA EAST.** Spacious Two-storied Godown. Suitable for Yarn or Coals.  
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**  
Hongkong, 11th July, 1905. [1888]

## TO LET.

**18, ROBINSON ROAD.**  
Apply to—**AHMED RUMJAHN.**  
62, Queen's Road.  
Hongkong, 1st July, 1905. [1856]

## TO LET.

**NO. 2, "MAGDALEN TERRACE," MAGAZINE GAP.**  
Apply to—**SPANISH PROCURATION.**  
Hongkong, 1st July, 1905. [173]

## TO LET.

**FLATS in MORETON TERRACE.** Causeway Bay, facing the Polo Ground. No. 2, HUPON TERRACE (in FLATS). GODOWN at ROBINSON ROAD (PRAYA EAST).  
Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**  
Hongkong, 8th June, 1905. [71]

## TO LET.

**TWO GODOWNS, Nos. 2 and 4, MATHISON STREET, Wanchai.** No. 5, STEWART TERRACE, PEAK. Furnished, from 1st June to 31st August, 1905. "WESTBOURNE VILLA," NORTH BONTIAN ROAD. "BISNEE VILLA," PORTFOLIO ROAD. For terms and particulars, apply to—**LINSTEAD & DAVIS.**  
Hongkong, 2nd July, 1905. [1045]

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**NO. 17, SKYMOOR ROAD or WOODLANDS WEST** to Rent from 15th JUNE.  
Apply to—**E. H.**  
Care of Daily Press Office.  
Hongkong, 16th June, 1905. [143]

## TO LET.

**FIRST FLOOR, NO. 3, QUEEN'S ROAD CENTRAL.** Suitable for Office.  
Apply to—**IP LAN CHUN.**  
Care of Mr. A. M. Essahoy.  
Nos. 7 and 9, Zetland Street.  
Hongkong, 11th June, 1905. [1689]

## TO LET—WITH IMMEDIATE POSSESSION.

**TWO SUITES of ROOMS in the Ground Floor of the Hongkong Club Annex.** suitable for Offices.  
Apply to the undersigned.  
**C. H. GRACE,**  
Secretary.  
Hongkong Club.  
Hongkong, 18th June, 1905. [1757]

## TO LET.

**66 HARTLEY and "WESTLEY,"** Upper Richmond Road. "STONY BROOK," Lower Richmond Road.  
Apply to—**LAU CHU PAK.**  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 2nd June, 1905. [1150]

## TO LET.

**NO. 12, CASTLE ROAD.**  
Nos. 15, 17, 19 and 21, SKYMOOR ROAD. GODOWN, No. 32A, PRAYA EAST.  
Apply to—**COMPRADORE DEPARTMENT.**  
Nippon Yusen Kaisha.  
Hongkong, 16th July, 1905. [1889]

## TO LET.

**A SUITE of FOUR ROOMS at No. 7, BARROW TERRACE, Kowloon.** For particulars apply at the House.  
**A. MENZEL.**  
Hongkong, 14th July, 1905. [2012]

## TO LET.

**M. MATTHAEY.**  
PRIVATE BOARD AND RESIDENCE.  
14, QUEEN'S ROAD CENTRAL.  
(Entrance by Zetland Street).  
Opposite Messrs. Kelly & Walsh, Booksellers.  
Hongkong, 11th July, 1905. [1897]

## TO LET.

**MRS. GILLANDERS.**  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th March, 1905. [1419]

## TO LET.

**"TANG YUEN."**  
BOARDING ESTABLISHMENT.  
SUMMER RATES. European Supervision. Excellent Cuisine and Accommodation.  
Apply—**MANAGERESS.**  
Macdonnell Road.  
Fairall & Co., Queen's Road.  
Hongkong, 2nd March, 1905. [681]

## TO LET.

**COMFORTABLY FURNISHED ROOMS, with Board.**  
Apply to Mrs. MATHER.  
2, Pedder's Hill.  
Hongkong, 1st January, 1892.

## TO LET.

**TWO SPACIOUS NEW GODOWNS.** very suitable for Dry Goods.  
Apply to—**W. LISAUGHT.**  
153, Wanchai Road.  
Hongkong, 15th April, 1905. [1153]

## TO LET—UNFURNISHED.

**"COOMBE" MAGAZINE GAP.** Available from 1st April.  
Apply—**Daily Press Office.**  
Hongkong, 16th February, 1905. [542]

## TO LET.

**2, SPACIOUS ROOMS at No. 15, BELLIOS TERRACE, with Bathroom and Kitchen.** Rent very moderate. Immediate Possession.  
Apply to—**S. T. J.**  
Care of Daily Press Office.  
Hongkong, 6th July, 1905. [1343]

## TO LET.

**ONE FIRST-CLASS SPACIOUS GODOWN at West Point.**  
Apply to—**"GODOWN."**  
Care of Daily Press Office.  
Hongkong, 16th June, 1905. [1719]

## TO BE LET FURNISHED.

**"IAN MOR" (West), PEAK ROAD.**  
Apply to—**MAJOR TUDOR, R.E.,**  
or  
**HUMPHREYS ESTATE & FINANCE COMPANY, LD.**  
Hongkong, 18th June, 1905. [1902]

## TO LET.

**FROM August 25th, COSMOPOLITAN HOUSE (Unfurnished). 13 Large Rooms, Kitchen, etc., etc.**  
Apply—**MANAGER.**  
Wm. Powell, Ltd.  
Hongkong, 30th June, 1905. [1867]

## TO LET.

**AN OFFICE at No. 2, CONNAUGHT ROAD.**  
Apply—**THE HONGKONG & KOWLOON WHARF & GODOWN CO., LD.**  
Hongkong, 15th July, 1905. [2031]

## TO LET.

**FLAT (TWO ROOMS and BATHROOM) Two Minutes from Clock Tower.**  
Apply—**C.**  
Care of Daily Press Office.  
Hongkong, 16th July, 1905. [2039]

## TO LET—UNFURNISHED.

**ONE ROOM with Bathroom, Servants' Quarters, etc., suitable for a bachelor, in Robinson Road level. Also OFFICE opposite City Hall.**  
Apply—**C. H.**  
Care of Daily Press Office.  
Hongkong, 15th July, 1905. [2025]

## TO LET.

**NO. 1, CAMERON VILLAS (PEAK). A Six-Roomed Bungalow in first-class condition.**  
Apply to—**LINSTEAD & DAVIS.**  
Hongkong, 24th June, 1905. [1818]

## TO LET.

**TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST.**  
Apply to—**H. N. MODY.**  
Victoria Buildings.  
Hongkong, 2nd December, 1902. [82]

## TO LET.

**GROUND and 2nd FLOORS of No. 3, OLD BAILEY.**  
No. 14, SKYMOOR TERRACE.  
No. 41, CAINE ROAD. Nine-Roomed Corner House, \$160 exclusive of Taxes.  
No. 3, CORONATION TERRACE. Six-Roomed Corner House, \$160 a month including Taxes.  
FOUR-ROOMED HOUSE on Upper Levels, fully furnished, for Six Months. And others to suit various requirements.  
**S. A. SETH.**  
Land and Estate Broker.  
Hongkong, 16th July, 1905. [1396]

## TO LET.

**HONGKONG & SHANGHAI BANKING CORPORATION.**  
**NOTICE IS HEREBY GIVEN** that the following Certificate for Shares of this Bank issued in Hongkong in the name of **THOMAS CHILD HAYLAR** No. 75 dated 15th July 1871 for 2 Shares Nos. 24438 and 24473.  
No. 371 dated 30th Sept. 1871 for 4 Shares Nos. 3982/85.  
No. 189 dated 19th Feb. 1872 for 4 Shares Nos. 21955/58.  
have been LOST, and should the same not be produced before the 3rd day of August next, Duplicate Certificates will be issued to the said **THOMAS CHILD HAYLAR**, and no transaction taking place under the aforesaid Share Certificates, Nos. 75, 3871 and 189, will be recognised by the Corporation.  
**J. R. M. SMITH.**  
Chief Manager.  
Hongkong, 3rd July, 1905. [1819]

## TO LET.

**THE undersigned has purchased the above business, and will henceforth carry on same on his account.**  
**HAIRCUTTING, SHAVING, &c.** executed at reasonable rates by experienced barbers.  
Boots, Shoes, Manicures and Cigars in sale at very moderate prices. Shortly expected a large consignment of best Perfumery and Toilet Requisites from London, Paris and America which will be offered on sale at very low prices.  
**V. ATTENZA.**  
Hongkong, 9th July, 1905. [1867]

## TO LET.

**CARMICHAEL & CLARKE,**  
CONSULTING ENGINEERS,  
SURVEYORS AND CONTRACTORS.  
REPAIRS PROMPTLY ATTENDED TO.  
TELEGRAMS: "CARMICHAEL," HONGKONG.  
A B C Code, 4th Edition.  
A 1 Code.  
Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, 20th June, 1905. [1770]

## RAILWAY CONCESSIONS IN CHINA.

In the House of Lords on the 16th ult. the Earl of Mayo had the following questions on the paper:—(1) Whether Russians have obtained a concession for a railway guaranteed by the Chinese Government from Chingting-fu, on the main line from Peking to Hankow, to Taiyuen-fu, the capital of Shansi; (2) whether Germany has been conceded by the Chinese Government two important extensions of railway—namely, first, from Tschow on the Grand Canal to Chingting-fu, this being a continuation of the main line of railway which is being pushed across Shantung from Kiaochow Bay through Tsingtau-fu, the capital, to the Grand Canal; secondly, from Yenchow in Shantung, on the Tientsin-Chinking main line to Kaifeng-fu, the capital of Honan; (3) whether the concession granted to M. Rouffart, a Belgian, who is now at Peking awaiting the Imperial edict sanctioning that concession, is for a railway from Kaifeng-fu, the capital of Honan, to Honan city, and carries with it a Chinese Government guarantee and an option for the railway's extension to Pung-kuan, the key of Western China, and Hsian-fu, the capital of Shensi. The noble earl said they were founded on what appeared in the Times of 10th June last, under "Railway Rivalry," in a communication from the able correspondent of that paper at Peking. His statements were always found to be right. When negotiations were being carried on at Peking his statements were not only found to be right, but what he prophesied came true; and, therefore, this was no candid or mere's nest to which he was directing their lordships' attention, but a subject well worthy of the attention of the House. If they wondered what he had to do with China he would say at once that three Englishmen, with himself, were the original directors of the Pekin Syndicate which obtained, in May, 1898, the Shansi and Honan concessions "for mining purposes, iron works, the transport of all minerals, and also the power to construct branch railways to connect with main lines or with water navigation," which was the old and most important means of carriage and communication in the Chinese Empire. Since that day much water had flowed down the Yangtze. The Pekin Syndicate and the British and Chinese Corporation had joined in regard to railway construction, and had thus been strengthened in their common object. The Pekin Syndicate since obtaining their concession had carried from England to China some 10,000 tons of railway material, transported it some 500 miles by hand and river and had constructed 75 miles of railway, of which 55 miles were now being run over by locomotives. So glad this concession had not been allowed to remain idle, as he was sorry to say others had. Coming to his questions, he explained in regard to the first that the line from Chingting-fu to Taiyuen-fu originally conceded to the Russo-Chinese Bank in May, 1898, was without a Chinese financial guarantee, but early in this year the bank obtained a guarantee on all fours with the trunk Peking-Hankow railway. This Chingting-fu-Taiyuen-fu line touched some of the coalfields originally conceded to the Pekin Syndicate, and he had reason to believe that it would be capitalised in France. He did not take exception to this move, but he would call attention to its political importance. The railway would undoubtedly strike south-west from Taiyuen-fu into the centre of China, on to the province of Szechuen, the richest and most populous province in the Chinese Empire, and no doubt it would eventually join with the French advancing northwards through Yunnan. They might look with equanimity on this as a development of China by means of railways, but for the fact that this province of Szechuen was in the upper waters of the river Yangtze, which was most distinctly the British sphere of influence; and the British sphere of influence in the Yangtze Valley was another name for the open door in China, (Hear, hear.) As to the second question, the fact that the Germans had obtained concessions to extend their railways from Shantung, which would tap the coalfields in Shansi and Honan, was not disadvantageous to the Pekin Syndicate, which had acquired and would work the coal-mines; but it must be remembered that the object was to develop the German part of Kiaochow to the detriment of Nanking and Shanghai, where British interests predominated, the river Yangtze debouching at the former place. All inter-est in British trade in China must see from what he had stated that foreign Governments were backing up their subjects who were seeking for railway concessions. All that was asked of our Government was that they should afford the same backing to British subjects who were engaged in pushing the interests of British trade in China. His third question dealt with another line, Peking-British, ostensibly from

Kaifeng-fu to Honan city, and on to Tung-kuan, the key of Western China. This would, no doubt, form part of the Russo-Chinese Bank extension into Western China mentioned in his first question. For unless the application which he understood had been made by the Pekin Syndicate and the British and Chinese Corporation, now one and representing strong British interests, was granted for the railway line from Nanking through Hsian-fu into the province of Szechuen and strongly supported by His Majesty's Government, this line would in all probability be granted to other than British interests. British railway prospects, even in the Yangtze, were no better than they were before; and bearing in mind the telegram from Sir C. Macdonald to Lord Salisbury, dated September, 1898, which stated that the Pekin Syndicate were entitled to construct railways from their mines to the Yangtze, and also bearing in mind the valuable Shansi and Honan mineral concessions obtained by the Pekin Syndicate, it appeared that they were denied their natural outlet to the Yangtze. He did not put aside the political question to urge the claims of this purely British syndicate, but he must point out that the political question was wrapped up in the question of the construction of railways by foreigners and therefore affected the economic question of trade and development by British enterprise and British capital. He therefore hoped the noble marquess in his answer would set at rest any misgivings and doubts as to His Majesty's Government giving their strongest support to those interested in, and to those who had put their money into railway enterprise in, and developed the mineral resources of, China, and who had shown their earnestness in carrying out the obligations he had set forth. He did not speak in any alarmist sense, being hopeful that the noble marquess would continue to carry on the work of his predecessor, who was always most anxious to help forward this development policy in any way. But since then foreign Governments had been much more active, and China had become more easy of access. For these reasons he brought the subject before their lordships' House. (Hear, hear.)

The MARQUIS OF LANDOWNE said—My lords, I am afraid if I were to follow the noble earl minutely into the details of the subjects covered by his questions I should be compelled to make a somewhat lengthy excursion into the regions of Chinese geography—an excursion which, I fear, would be somewhat puzzling to your lordships. But I think I can give him a comparatively simple answer to the three questions on the paper. I will only preface what I have to say by observing that it would perhaps have been well if the noble earl had drafted his questions in such a way as to make it evident that he desired to call attention not only to questions of fact, but to those questions of railway policy upon which he touched during the course of his speech. As to my noble friend's questions, I have to say that the answer to the first question is in the affirmative. His Majesty's *Chargé d'Affaires* at Peking reported to us last December that an agreement between the Director-General of Southern Railways and the Russo-Chinese Bank for the financing of a railway from Chingting-fu to the Peking-Hankow Railway, to Taiyuen-fu had received the Imperial sanction. That is the answer to the first question. The second question raises rather more intricate points. The British and Chinese Corporation and the German syndicate are at this moment jointly negotiating with the Chinese Government for a final agreement for a line from Tientsin to the Yangtze. We are given to understand that the part in which the German syndicate is interested includes the construction of the two branch lines referred to in the noble earl's question—mean the line from Tschow, on the Grand Canal, and the other line from Yenchow, in Shantung, to Kaifeng-fu—and this action on the part of the German syndicate has been taken without any objection on the part of the British and Chinese Corporation. We understand there is an understanding between these two bodies. On the other hand, the latter corporation—the British and Chinese Corporation—acting with the Pekin Syndicate, will wish the noble earl, as I understand it, to come extent connected, are applying for other lines running westwards from the British portion of the Tientsin-Yangtze line. I rather think one of these lines will be a line toward Szechuen, the importance of which the noble earl has so correctly pointed out; and I am able to say that those two British associations are applying for these concessions with the full and complete support of His Majesty's Government. I now come to the third railway mentioned by the noble earl. The matter stands as follows—The Peking-Hankow Railway Syndicate, which, I think, is under French Belgian control, are understood to have obtained the Kaifeng-fu-Honan railway concession, but His Majesty's *Chargé d'Affaires* has told us in a recent telegram that the Chinese Government altogether deny having given concessions for the extension of the line to Hsian-fu. That I gather, is a point to which the noble earl attaches importance. I do not think it would be convenient that I should on this occasion enter into the general question of the position of British railway interests in China; but I shall certainly be prepared to show, if necessary, that the representatives of British enterprise in that country have not come away by any means empty-handed. They have some extremely important concessions; and I am constrained to confirm an observation made by the noble earl—namely, that it does not always follow that because a valuable concession is obtained it is turned to account with as much promptitude and expedition as every one would desire. But on the other hand, I freely admit we have had serious cause for complaint of the manner in which the Chinese Government has dealt with the applications of these concessionaires, and we have found it necessary recently to make a very strong remonstrance to the Chinese Government upon the subject. (Hear, hear.) Our Ambassador, Sir Ernest Satow, is about to return after a well-earned holiday to Peking. And he will go back fully aware of the views of His Majesty's Government and with instructions to support them energetically. (Hear, hear.) In conclusion, I may say that the noble earl may depend upon it that the associations which represent British interests in the matter of railway construction in China will certainly receive from His Majesty's Government a backing which I hope will bear comparison with the backing received by the representatives of other countries. (Hear, hear.)

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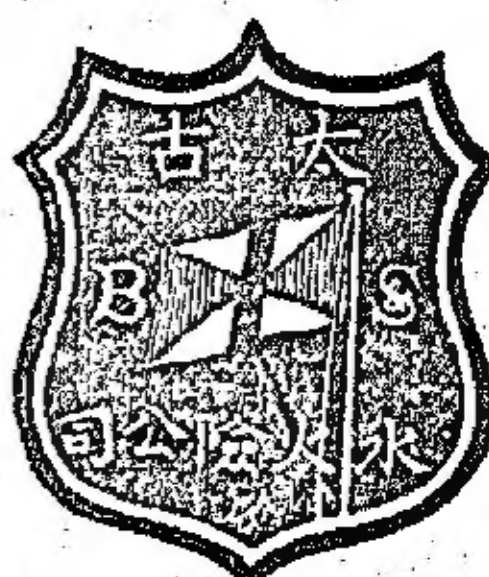
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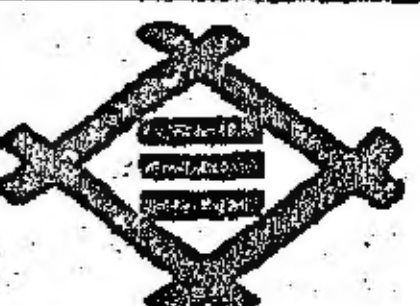
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Hongkong, 10th June, 1905. [1819-2]

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## SHIPPING.

ARRIVALS.	
July 17, <b>ARISE MARU</b> , Japanese str., 2,193, Y. Hori, Kuchimatsu 12th July, Coal.	
July 18, <b>BEAN MARU</b> , British str., 2,316, W. W. S. Singapore 12th July, General.	
July 18, <b>DECELA</b> , German str., 794, Solikier, Soudabaya 8th July, Sugar—SANDER, WIELER & CO.	
July 18, <b>KONO ENO</b> , German str., 862, L. Liegenheim, Bangkok 10th July, Rice—MELCHERS & CO.	
July 18, <b>LOOMSDOWN</b> , Ger. str., from Canton.	
July 18, <b>ROSETTA MARU</b> , Japanese str., 2,402, N. Tate, Manila 10th July, Treasure.	
July 18, <b>TOKIO KISHU KAISHA</b> .	
July 18, <b>TRIESTE</b> , Austrian steamer, 3,263, E. Meozzi, Kobe via Trieste 6th July, General—SANDER, WIELER & CO.	
July 18, <b>TRINIDAD</b> , German str., 1,992, O. Koch, Koshichang 12th July, Rice and General—BUTTERFIELD & SWIRE.	
July 18, <b>VOORNOO</b> , British str., from Canton.	
July 19, <b>ABRIE</b> , British str., 1,494, St. John George, Kuchimatsu 12th July, Coal—Ginn, Livingston & Co.	
July 19, <b>ANPINO MARU</b> , Japanese str., 1,053, I. Goto, Canton 18th July, General—OSAKA SHOSHEN KAISHA.	
July 19, <b>CARL DIEDERICHSEN</b> , German str., 774, H. Schlicker, Hoihow 16th July, General—JESSE & CO.	
July 19, <b>GERMANIA</b> , German str., 1,714, J. A. C. Bruhn, Samarang 10th July, Sugar—JESSE & CO.	
July 19, <b>HAIKUN</b> , British str., 1,83, J. S. Beach, Poochow 10th July, Amoy 17th and Swatow 18th, General—DO OLAR LARSEN & CO.	
July 19, <b>HUS</b> , French str., 795, Godinard, Huiphong 17th July, General—A. H. MONTY.	
July 19, <b>LEGALIS</b> , American str., 1,347, M. Harrison, Manila via Mauban 7th July.	
July 19, <b>LEON</b> , German gubout, Kooncke, from Pakhoi.	
July 19, <b>SIRIUS</b> , British cruiser, C. H. H. Moore, Singapore 15th July.	
July 19, <b>SOUTHERN</b> , Norwegian str., 2,841, H. Kjerland, Cardiff 31st May, Coal—ORDER.	
July 19, <b>SUMNER</b> , Amr. str., 2,438, A. D. Lohrop, Mauban (Luzon Island) 15th July.	
July 19, <b>TOONAN</b> , Chinese str., 942, Best, Shanghai 15th July, General—CHINESE.	

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.	
18th July.	
<b>ARISE MARU</b> , Japanese str., for Moji.	
<b>BALMORAL</b> , British str., for Manila.	
<b>CANTON</b> , British str., for Shanghai.	
<b>CLARA JENSEN</b> , German str., for Haiphong.	
<b>DAIJI MARU</b> , Japanese str., for Swatow.	
<b>HAIKUN</b> , British str., for Swatow.	
<b>Herman Lerche</b> , Russian str., for Singapore.	
<b>HINDANG</b> , British str., for Soudabaya.	
<b>HONGKONG</b> , French str., for Haiphong.	
<b>Kentmere</b> , British 4-m. tug, for Baltimore.	
<b>KONO MARU</b> , Japanese str., for Kobe.	
<b>Kwanglieh</b> , Chinese str., for Shanghai.	
<b>Mackay</b> , German str., for Bangkok.	
<b>Margus Baquchem</b> , Aust. str., for Shanghai.	
<b>Morberg</b> , German str., for Singapore.	
<b>Prosper</b> , Norwegian str., for Swatow.	
<b>Shanghai</b> , German str., for Swatow.	
<b>Trifolac</b> , Austr. str., for Tourn.	

## DEPARTURES.

18th July.	
<b>BALMORAL</b> , British str., for Europe.	
<b>BALMORAL</b> , British str., for Manila.	
<b>BENGAL</b> , British str., for Shanghai.	
<b>CANTON</b> , British str., for Shanghai.	
<b>CLARA JENSEN</b> , German str., for Haiphong.	
<b>CHANGCHOW</b> , British str., for Shanghai.	
<b>DIONED</b> , British str., for Shanghai.	
<b>HINDANG</b> , British str., for Soudabaya.	
<b>HUNON</b> , British str., for Moji.	
<b>KINGSTON</b> , British str., for Canton.	
<b>KONO MARU</b> , Japanese str., for Kobe.	
<b>Kwanglieh</b> , Chinese str., for Shanghai.	
<b>Mackay</b> , German str., for Bangkok.	
<b>P. C. C. Kiao</b> , German str., for Bangkok.	
<b>PROGRESS</b> , German str., for Tourn.	
<b>RUNE</b> , British str., for Manila.	
<b>SHANTU</b> , G. German str., for Swatow.	
<b>TRIOLAC</b> , Austrian str., for Tourn.	
19th July.	
<b>DAIJI MARU</b> , Japanese str., for Tamsui.	
<b>HALL GUN</b> , British str., for Swatow.	
<b>HERMANN LERCHE</b> , Russian str., for Odessa.	
<b>HONGKONG</b> , French str., for Haiphong.	
<b>KOWLOON</b> , German str., for Wuhu.	
<b>PROSPER</b> , Norwegian str., for Swatow.	

## VESSELS IN DOCK.

18th July.	
<b>ABERDEEN DOCK</b> —	
<b>Kowloon Dock</b> — <b>San Joaquin</b> , America	
<b>Maru</b> , Keongat, Wuchang, H.M.S.S. Sparrowhawk, and Virago.	
<b>COSMOPOLITAN DOCK</b> —	

## SHIPPING REPORTS.

The British steamer **Sirius**, from Singapore 13th inst., experienced a heavy rain and a heavy squall off the Gulf of Tonkin.

The German steamer **Germania**, from Soudabaya 10th July, had fine weather to Paoche; from there to port equally and strong S.E. and S. winds. On the 18th July, 3 p.m., 200 miles south of Hongkong, passed the German str. P. C. C. Kiao, steering south; wanted to be reported.

The British steamer **Haikun**, from Coast Ports 18th July, had moderate S.W. wind and fine clear weather to Amoy. From Amoy to Swatow light S.W. wind on showery. From Swatow to port light southerly wind and showery. Vessels in Amoy—**Hongkong** and **Kono**; in Swatow—**Telemachus**.

## VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.	
FOR SINGAPORE, PENANG AND CALCUTTA.	

**"KUMSANG."**  
Captain Buller, will be despatched as above TO-MORROW, the 21st inst., at Noon.  
For Freight or Passage, apply to  
**JARDINE, MATHEWSON & CO.,**  
General Managers.  
Hongkong, 15th July, 1903. [2036]

FOR CHEMULPO, PORT ARTHUR AND NEWCHANG (Calling at SHANGHAI).

**"SULLBERG."**  
Captain Meyer, will be despatched for the above ports TO-MORROW, the 21st inst., at 5 p.m.  
For Freight or Passage, apply to  
**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.  
Hongkong, 10th July, 1903. [2048]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	<b>CAYLON</b>	Brit. str.	C. D. Bennett	P. & O. S. N. Co.	About 24th inst.
LONDON VIA SUEZ CANAL.	<b>BENEDICT</b>	Brit. str.	D. Clark	Gibbs, Livingston & Co.	About 26th inst.
LIVERPOOL	<b>PROMETHEUS</b>	Brit. str.		BUTTERFIELD & SWIRE	To-morrow.
LIVERPOOL	<b>DIONED</b>	Brit. str.		BUTTERFIELD & SWIRE	20th August.
MARSEILLES, LONDON & ANTWERP	<b>PINGUEY</b>	Brit. str.		BUTTERFIELD & SWIRE	22nd September.
MARSEILLES, LONDON & ANTWERP	<b>PELUS</b>	Brit. str.		BUTTERFIELD & SWIRE	To-morrow.
MARSEILLES, LONDON & ANTWERP	<b>TAMBA MARU</b>	Brit. str.	J. W. Wale	NIPPON YUSEN KAISHA	25th inst., Daylight.
MARSEILLES, LONDON & ANTWERP	<b>PELUS</b>	Brit. str.		BUTTERFIELD & SWIRE	26th inst., 11 a.m.
MARSEILLES, LONDON & ANTWERP	<b>SPERTEK</b>	Brit. str.		BUTTERFIELD & SWIRE	4th August.
MARSEILLES, LONDON & ANTWERP	<b>TRINOT</b>	Brit. str.		BUTTERFIELD & SWIRE	18th August.
MARSEILLES, LONDON & ANTWERP	<b>KLATUCK</b>	Brit. str.		BUTTERFIELD & SWIRE	1st September.
MARSEILLES, LONDON & ANTWERP	<b>GAUCUS</b>	Brit. str.		BUTTERFIELD & SWIRE	15th September.
HAMBURG, VIA PORTS OF CALL.	<b>HAMBURG</b>	Ger. str.	Burmeister	MELCHERS & CO.	22nd September.
HAMBURG, VIA PORTS OF CALL.	<b>WURZBURG</b>	Ger. str.	v. Buzer	HAMBURG-AMERIKA LINIE	22nd inst., at Noon.
HAMBURG, VIA PORTS OF CALL.	<b>BADENIA</b>	Ger. str.	Rosler	HAMBURG-AMERIKA LINIE	24th inst.
HAMBURG, VIA PORTS OF CALL.	<b>SITHONIA</b>	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINIE	26th August.
HAMBURG, VIA PORTS OF CALL.	<b>KONIGSBERG</b>	Ger. str.	Mayer	HAMBURG-AMERIKA LINIE	28th September.
HAMBURG, VIA PORTS OF CALL.	<b>ANDALUSIA</b>	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	30th September.
HAMBURG, VIA PORTS OF CALL.	<b>TRIESTE</b>	Aust. str.	Meezzi	SANDER, WIELER & CO.	To-morrow, p.m.
HAMBURG, VIA PORTS OF CALL.	<b>DOUWEL</b>	Brit. str.		DOUWEL & CO., LTD.	About 15th inst.
HAMBURG, VIA PORTS OF CALL.	<b>VERONA</b>	Brit. str.	Spiesen	STANDARD OIL CO.	About 25th inst.
HAMBURG, VIA PORTS OF CALL.	<b>KENNEBEC</b>	Ger. str.	Bahle	HAMBURG-AMERIKA LINIE	About middle Aug.
HAMBURG, VIA PORTS OF CALL.	<b>TARTAR</b>	Brit. str.		CANADIAN PACIFIC R. CO.	22nd inst.
HAMBURG, VIA PORTS OF CALL.	<b>E. OF CHINA</b>	Brit. str.		CANADIAN PACIFIC R. CO.	5th Aug., at Noon.
HAMBURG, VIA PORTS OF CALL.	<b>RIJON MARU</b>	Jap. str.	N. Ohno	NIPPON YUSEN KAISHA	28th inst., at 4 p.m.
HAMBURG, VIA PORTS OF CALL.	<b>VICTORIA</b>	Brit. str.	J. Pantou	DOUWEL & CO., LTD.	1st August.
HAMBURG, VIA PORTS OF CALL.	<b>NINGCHOW</b>	Brit. str.		BUTTERFIELD & SWIRE	10th August.
HAMBURG, VIA PORTS OF CALL.	<b>INDRAP</b>	Brit. str.	Hollingsworth	BUTTERFIELD & SWIRE	14th August.
HAMBURG, VIA PORTS OF CALL.	<b>TAIYUAN</b>	Brit. str.		BUTTERFIELD & SWIRE	20th inst., at Noon.
HAMBURG, VIA PORTS OF CALL.	<b>AUSTRIAN</b>	Brit. str.	W. G. Macartur	GIBBS, LIVINGSTON & CO.	To-morrow, 5 p.m.
HAMBURG, VIA PORTS OF CALL.	<b>SUEZ</b>	Brit. str.	Meyer	HAMBURG-AMERIKA LINIE	About 24th inst.
HAMBURG, VIA PORTS OF CALL.	<b>CANDIA</b>	Brit. str.	F. G. Andrews	NIPPON YUSEN KAISHA	32nd inst., Noon.
HAMBURG, VIA PORTS OF CALL.	<b>KAOSHIMA MARU</b>	Jap. str.	K. Kori	BUTTERFIELD & SWIRE	24th inst.
HAMBURG, VIA PORTS OF CALL.	<b>TSINAN</b>	Jap. str.		NIPPON YUSEN KAISHA	31st inst., Daylight.
HAMBURG, VIA PORTS OF CALL.	<b>KAMAKURA MARU</b>	Jap. str.	H. Peterson	BUTTERFIELD & SWIRE	To-day.
HAMBURG, VIA PORTS OF CALL.	<b>WOOSUNG</b>	Brit. str.		SIEMSEN & CO.	To-day, at 4 p.m.
HAMBURG, VIA PORTS OF CALL.	<b>LOONGMOON</b>	Ger. str.	H. Drowes	OSAKA SHOSHEN KAISHA	24th inst.
HAMBURG, VIA PORTS OF CALL.	<b>DAIJIN MARU</b>	Jap. str.	T. Ogata	OSAKA SHOSHEN KAISHA	26th inst.
HAMBURG, VIA PORTS OF CALL.	<b>ANPING MARU</b>	Jap. str.	I. Goto	OSAKA SHOSHEN KAISHA	28th inst.
HAMBURG, VIA PORTS OF CALL.	<b>MAIDZURU MARU</b>	Jap. str.	T. Saito	DOUGLAS LARSEN & CO.	To-morrow, 11 a.m.
HAMBURG, VIA PORTS OF CALL.	<b>HAIKUN</b>	Brit. str.	Multon	BUTTERFIELD & SWIRE	24th inst.
HAMBURG, VIA PORTS OF CALL.	<b>KAIFONG</b>	Brit. str.	Rosch	GIBBS, LIVINGSTON & CO.	To-day, at 3 p.m.
HAMBURG, VIA PORTS OF CALL.	<b>KAIFONG</b>	Brit. str.	St. J. George	TOTO KISEN KAISHA	26th inst., 11 a.m.
HAMBURG, VIA PORTS OF CALL.	<b>ROSETTA MARU</b>	Jap. str.	N. Tate	SHEWAN, TOMES & CO.	27th inst.
HAMBURG, VIA PORTS OF CALL.	<b>BAFFA</b>	Brit. str.	R. Rodger	BUTTERFIELD & SWIRE	29th inst.
HAMBURG, VIA PORTS OF CALL.	<b>TAIYUAN</b>	Brit. str.		SHEWAN, TOMES & CO.	1st Aug., 10 a.m.
HAMBURG, VIA PORTS OF CALL.	<b>SUNGKIAN</b>	Brit. str.		JARDINE, MATHESON & CO.	About 24th inst.
HAMBURG, VIA PORTS OF CALL.	<b>RUHL</b>	Brit. str.	R. W. Almond	P. & O. S. N. Co.	27th inst., at 4 p.m.
HAMBURG, VIA PORTS OF CALL.	<b>KUMSANG</b>	Brit. str.	Buller	NIPPON YUSEN KAISHA	
HAMBURG, VIA PORTS OF CALL.	<b>MAGAZON</b>	Brit. str.	S. Hall		
HAMBURG, VIA PORTS OF CALL.	<b>KINSHU MARU</b>	Jap. str.	F. L. Pyge		

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

STEAM FOR TRIESTE DIRECT, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID. (Taking Cargo at through rates to the Brazils; to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE" will be despatched as above TO-MORROW, the 21st inst., p.m.

For information as to Passage and Freight, apply to

**SANDER, WIELER & CO.,**  
Agents,  
Princes' Building.  
Hongkong, 1st July, 1903. [13]

**REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.**

(With liberty to call at Philippine Ports.)

THE Steamship

"KENNEBEC" will be despatched as above on or about the 25th inst.

For Freight and further information, apply to

**STANDARD OIL COMPANY OF NEW YORK,**  
Oriental Freight Department,  
Agents,  
Hongkong, 3rd July, 1903. [1915]

**THE AMERICAN ASIATIC STEAMSHIP COMPANY.**

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Steamship

"VERONA," Captain Spiesen, will be despatched as above on or about SATURDAY, the 25th JULY; to be followed by the Steamship

"BARON DRIESEN," Captain Laurent, on or about THURSDAY, the 20th AUGUST to be followed by the a.s. "NORDKYN" later.

For Freight, &c., apply to

**SHEWAN, TOMES & CO.,**  
General Agents,  
Hongkong, 16th July, 1903. [1883]

**COMPAGNIE DES MESSEAGERIES MARITIMES.**

PAQUEBOTS—POSTES FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 28th July, 1903, at 11 a.m., the Company's Steamship "POLYNESIE," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 27th July. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

**G. DE CHAMPEAUX,**  
Agent.  
Hongkong, 15th July, 1903. [12]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SINGAPORE, COLOMBO, MAGAZON and HOMBAY	S. Hall	About 24th July	Freight only.
YOKOHAMA, SHANGHAI, HAI, MOJI and KOBE	CANDIA	About 24th July	Freight only.
(Passing through the Island Sea)	E. G. Andrews	July	
LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CAYLON	About 24th July	Freight and Passage.
	C. D. Bennett, R.N.E.	July	

\* Calling at Penang if sufficient inducements offers.  
For further Particulars, apply to

**B. A. HEWITT,**  
Superintendent.  
Hongkong, 10th July, 1903. [1]

## IMPERIAL GERMAN MAIL LINE.

**NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.**

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS

N.E.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION	
STEAMERS.	SAILING DATES.
* HAMBURG	WEDNESDAY ... 22nd July
PRINZ HEINRICH	THURSDAY ... 6th August
SACHSEN	THURSDAY ... 20th August
* KLAUTSCHOU	THURSDAY ... 3rd September
BAYERN	THURSDAY ... 17th September
ZIETEN	WEDNESDAY ... 30th September
SEIDLITZ	WEDNESDAY ... 14th October
ROON	WEDNESDAY ... 28th October
PREUSSEN	WEDNESDAY ... 11th November
* HAMBURG	WEDNESDAY ... 25th November
PRINZ HEINRICH	WEDNESDAY ... 9th December
KONIG ALBERT	WEDNESDAY ... 23rd December
* KLAUTSCHOU	WEDNESDAY ... 19th January
SACHSEN	WEDNESDAY ... 30th January
BAYERN	WEDNESDAY ... 3rd February
SEIDLITZ	WEDNESDAY ... 17th February
ROON	WEDNESDAY ... 2nd March

\* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 22nd day of July, 1903, at Noon, the Steamship "HAMBURG," of the Hamburg-Amerika Linie, Captain Burmeister, with Mails, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 20th July, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 21st July, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 21st July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

**NORDDEUTSCHER LLOYD.**

For further Particulars, apply to

**MELCHERS & CO., AGENTS.**  
Hongkong, 20th July, 1903. [5]

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, UPHOLD, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.	
STEAMERS.	SAILING DATES.
WURZBURG	HAVER, BREMEN and HAMBURG (Calling at Singapore and Colombo) ... On 23rd July. Freight & Passengers.
BADENIA	HAVER and HAMBURG (Calling at Singapore and Penang) ... On 12th Aug. Freight.
SITHONIA	HAVER and HAMBURG (Calling at Singapore and Colombo) ... On 26th Aug. Freight.
KONIGSBERG	HAVER and HAMBURG (Calling at Singapore and Penang) ... On 9th Sept. Freight & Passengers.
ANDALUSIA	HAVER and HAMBURG (Calling at Singapore and Colombo) ... On 23rd Sept. Freight.
ARABIA	NEW YORK, VIA SUEZ CANAL ... About middle of August.

For further Particulars, apply to

**HAMBURG-AMERIKA LINIE.**  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

**PORTLAND, OREGON**

OPERATING IN CONNECTION WITH THE

**OREGON RAILROAD & NAVIGATION CO.**

STEAMSHIP TONS. CAPTAIN. TO SAIL ON.

"INDRAPURA" 4,899 A. E. Hollingsworth August 14, 1903

"INDRASAMHA" 5,197 W. E. Craven September 13, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

**ALLAN CAMERON, GENERAL AGENT.**  
Hongkong, 14th July, 1903. [14]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon (midships). Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodgers	Manila Direct.	Sat. 25th July, 10 a.m.
RUBI	2540	R. W. Almond	Manila Direct.	Sat. 1st Aug., 10 a.m.
PERLA	1980	J. McGinly		

For Freight or Passage, apply to

**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS.  
Hongkong, 20th July, 1903. [117]

## NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA

**SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA,**

FOR

**VICTORIA, B.C. AND TACOMA,**

IN CONNECTION WITH

**NORTHERN PACIFIC RAILWAY COMPANY.**

Steamer.	Captain.	Tons.	Sailing Date.
VICTORIA	J. Pantou	3,502	August 1st
PLEIADES	F. G. Parington	3,753	August 15th
OLYMPIA	J. Truebridge	2,837	September 10th

Steamers marked \* have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

**DODWELL & COMPANY, LIMITED,**  
GENERAL AGENTS.

**TOYO KISEN KAISHA**

**MANILA LINE.</**



# OCEAN STEAM SHIP CO., LD.

## AND

# CHINA MUTUAL STEAM NAVIGATION CO., LD.

### JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 13th August.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 20th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 28th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
LIVERPOOL	"PROMETHEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"TYDEUS"	On 18th August.
LIVERPOOL	"DIOMED"	On 20th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.
LIVERPOOL	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 23rd September.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBÉ & YOKOHAMA	"NINGCHOW"	On 10th August.
The s.s. "PELEUS" left Shanghai on the 15th inst., a.m., via Foochow, and is due here to-day.	"DEUCALION"	On 6th September.
The s.s. "PROMETHEUS" left Shanghai on the 17th inst., p.m., and is due here to-day.		
The s.s. "KEEMUN" left Victoria (B.C.) on the 26th ult. for Kobe and Hongkong.		

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 20th July, 1903.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	On 20th July.
KOBÉ	"TSINAN"	On 24th July.
CEBU and ILOILO	"KAIPONG"	On 24th July.
MANILA	"TAIYUAN"	On 27th July.
PORT DARWIN, ADELPHI, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 27th July.
MANILA	"SUNGKIANG"	On 28th July.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 20th July, 1903.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.  
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S.	Tons	WEDNESDAY, 22nd July.
"TARTAR"	4,425	WEDNESDAY, 22nd July.
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 22nd July.
"ATHENIAN"	3,882	WEDNESDAY, 22nd July.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 22nd July.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 22nd July.
"TARTAR"	4,425	WEDNESDAY, 22nd July.
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 22nd July.
"ATHENIAN"	3,882	WEDNESDAY, 22nd July.
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 22nd July.
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 22nd July.
"TARTAR"	4,425	WEDNESDAY, 22nd July.

THE magnificent "TWIN-SCREW" "EMPEROR" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, and passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, second to none in the world, the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Lists of Passage and Freight, apply to—J. H. BROWN, General Agent, Pender Street.

CHINA NAVIGATION CO. LIMITED.  
HONGKONG—MANILA.  
REDUCED SALOON PASSAGE MONEY.  
SINGLE, \$20; RETURN, \$35.  
STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED SURGEON ON BOARD.  
BUTTERFIELD & SWIRE, AGENTS.  
Hongkong, 20th July, 1903.

FOR CANTON.  
THE new and fast Twin-Screw Steamer.  
"SAN CHEUNG,"  
351 Tons, Captain A. Murphy, will leave for Canton at 5 p.m. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, electric light and perfect cuisine. Wharf at Hongkong near Harbour Office.  
First-class Fare, \$3 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
J. TREVOUX & CO.,  
No. 123, Consaught Road Central.  
Hongkong, 30th June, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.  
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).  
PROPOSED SAILINGS FROM HONGKONG.  
About 15th July.  
"MACDUFF" ... 25th July.  
"SAINT SEDE" ... To follow.  
"OBO" ... To follow.  
"MOGUL" ... To follow.  
"SATSUMA" ... To follow.  
For Freight and further information, apply to DODWELL & CO., LD., Agents.  
Hongkong, 2nd July, 1903.

"BEN" LINE OF STEAMERS.  
FOR LONDON VIA SUEZ CANAL.  
THE Steamship  
"BENLEDI,"  
Captain D. Clark, will be despatched as above on or about the 26th inst.  
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 14th July, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship  
"AUSTRALIAN,"  
Captain W. G. Macarthur, will be despatched as above on WEDNESDAY, the 29th inst., at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.  
The Steamer is installed throughout with the electric light.  
A stewardess and a duly qualified surgeon are carried.  
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 3rd July, 1903.

HONGKONG-MACAO LINE.  
S.S. "WING CHAI."  
Captain Samuel Bell Smith.  
Daily Departure from Hongkong to Macao at 7.30 a.m., from Macao to Hongkong at 2 p.m., Sunday included.  
1st Class fare (including cabin and servant), \$3; return ticket, \$5.  
2nd Class, \$1.50; return ticket, \$2.50.  
3rd Class, \$1.  
Steering, \$0.50.  
Superior cabin accommodation.  
Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.  
For Freight, &c., apply to SAM WANG & CO., LD., 81, Queen's Road Central.  
Hongkong, 29th April, 1903.

NATAL LINE OF STEAMERS.  
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service between CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.  
Hongkong, 4th August, 1902.

NOTICES TO CONSIGNEES  
OCEAN STEAMSHIP COMPANY, LIMITED.  
AND  
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer  
"DIOMED."  
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th inst.  
Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 24th inst.  
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 13rd inst. will be subject to rent.  
All Claims against the Steamer must be presented to the undersigned on or before the 30th inst., or they will not be recognized.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Hongkong, 17th July, 1903.

NOTICE TO CONSIGNEES.  
THE P. & O. S. N. Co.'s Steamer  
"BENGAL,"  
FROM BOMBAY, COLOMBO AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.  
This Vessel belongs to Cargo:—  
From London, &c., ex s.s. "Chian."  
From Australia, &c., ex s.s. "Arcadia."  
From Persia Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s steamers.  
Optional Goods will be landed here unless instructions are given to the contrary before 11 a.m. To-day, the 17th inst.  
Goods not cleared by the 21st inst., at 4 p.m., will be subject to rent.  
No Fire Insurance will be effected by me in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.  
E. A. HEWETT, Superintendent.  
Hongkong, 17th July, 1903.

"BEN" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.  
S.S. "BENGLOE,"  
FROM MIDDLESBRO, LONDON AND STRAITS.  
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., where and/or from the wharves, delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 23rd inst. will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 2 p.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.  
Hongkong, 17th July, 1903.

STEAMSHIP "YARRA."  
COMPAGNIE DES MESSAGERIES MARITIMES.  
NOTICE.  
CONSIGNEES of Cargo from London &c., s.s. "Matapan," and from Bordeaux ex s.s. "Ville de Rochefort," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., LD., at Kowloon, where delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-day, the 14th inst., requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 21st inst., at NOON, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 21st inst., or they will not be recognized.  
All damaged packages will be examined on Tuesday, the 21st inst., at 3 p.m.  
No Fire Insurance has been effected.  
G. DE CHAMPEAUX, Agent.  
Hongkong, 14th July, 1903.

NOTICE TO CONSIGNEES.  
FROM MIDDLESBROUGH, ANTWERP AND LONDON, VIA STRAITS.  
THE Steamship  
"MERIONETHSHIRE,"  
Captain G. C. Cundy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.  
All Claims for damage must be sent in before 25th inst., or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 2.15 p.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.  
Hongkong, 15th July, 1903.

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.  
THE H.A.L. Steamship  
"ALEXIA,"  
Captain Schoenfeldt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.  
Optional Cargo will be forwarded unless notice to the contrary be given before NOON, To-day, the 16th inst.  
Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 3 p.m.  
No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINE,  
Hongkong Office.  
Hongkong, 15th July, 1903.

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.  
FROM RAJCOON, PENANG AND SINGAPORE.  
THE Company's Steamship  
"LALPOORA,"  
having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge or remaining on board after Noon of the 15th inst. will be landed at Consignees' risk and expense into Godown at East Point.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.  
Hongkong, 16th July, 1903.

GENERAL AVERAGE. S.S. "PEKIN."  
NOTICE IS HEREBY GIVEN to all concerned that the General Average Statement of the s.s. "PEKIN" consequent on the fire which occurred at Kule on the 5th and 6th April, 1903, is being prepared at Yokohama by Mr. H. P. WADMAN, of the China Traders' Insurance Co., LD.  
E. A. HEWETT, Superintendent.  
Peninsular & Oriental S. N. Co.,  
Hongkong, 14th July, 1903.

NOT RESPONSIBLE FOR DEBTS.  
NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—  
DANERWAT, Swedish barque, A. P. Larsson.  
Jardine, Matheson & Co.  
KENTMARE, British 4-m. barque, T. E. Burch.  
—Standard Oil Co.

## Benger's Food

For INFANTS, INVALIDS, and the AGED.

The Lancet describes it as "Mr. Benger's admirable preparation."

The British Medical Journal says: "Benger's Food has by excellence established a reputation of its own."

No further testimony is necessary.

BENGER'S FOOD is sold in Tins by Chemists, &c., everywhere.

## CLEANSE YOUR BLOOD

WITH GRIMAUD & C<sup>o</sup>'S SARSAPARILLA!

For eruptions, scrofula, boils, ulcers, sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.

GRIMAUD & C<sup>o</sup>  
8, rue Vivienne, PARIS (France)  
Sold by all dealers.

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CONTAINING Articles of Special Interest, Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East. The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price ... \$1.50.

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Messrs. KELLY & WALSH, Hongkong.  
and all leading Booksellers in the Far East.  
Hongkong, 14th February, 1903.

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The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sick of Pregnancy.

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The most nourishing, digestible and delicious of all Cocoas.

BEST & GOES FARTHEST.

## ROYAL AERATED WATERS MANUFACTORY.

If you want a drink of health, if 'tis true that health is wealth, if you'd take your proper place, if for health you'd join the race, Always with a smiling face, Where you can get good drink I guess, Pure water we always use, Essence many from which to choose, Our list of drinks will you amuse

Apply to—  
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Novel Specialities. Best in the Far East. Refreshing and invigorating drinks of the season. Just Produced, Long Life, Non-Alcoholic and Excellent Beverages.  
Hir-Ose, Winter Slout, Strawberryade, Jubilee-Champagne, Orange Champagne, Hop Ale.

## BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.  
ANHEUSER BUCHS BREWING ASSOCIATION, ST. LOUIS.

LEADS IN CREDIT AND QUALITY.

This Beer is brewed of best Sazon Hope and finest Barley Malt only, and warranted not to contain Chemicals in any form.  
The Beer is sterilized after being bottled, and full measure also insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,  
Sole Agents.  
Hongkong, 25th July, 1902.

## FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c.

PRIVATE RESIDENTS AT THE OUTPOSTS. A COMPREHENSIVE AND COMPLETE RECORD OF THE NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS, with which is incorporated "THE CHINA OVERLAND TRADE REPORT." Subscription, if paid in advance, \$12 per annum. Postage to any part of the World \$2.

MESSRS. FAIRBANKS & CO.'S REGISTER, 15th July.

Barometer 9 A.M.	29.82	Therm. 9 A.M. (Wetbulb)	77
Barometer 1 P.M.	29.82	Therm. 1 P.M. (Wetbulb)	76
Barometer 4 P.M.	29.82	Therm. 4 P.M. (Wetbulb)	76
Thermom. 9 A.M.	80	Therm. Maximum	80
Thermom. 1 P.M.	78	Therm. Minimum	78
Thermom. 4 P.M.	78	Therm. Minimum over night	78

HONGKONG TIDE TABLE.  
From 10th to the 20th July.

Day	High Water.		Low Water.	
	Time	Height	Time	Height
Mon. 20	5.33 a.m.	10.1	5.53 p.m.	10.1
Tues. 21	5.29	10.2	5.49	10.2
Wed. 22	5.25	10.3	5.45	10.3
Thurs. 23	5.21	10.4	5.41	10.4
Fri. 24	5.17	10.5	5.37	10.5
Sat. 25	5.13	10.6	5.33	10.6
Sun. 26	5.09	10.7	5.29	10.7

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